

CLASSIFICATION CONFIDENTIAL

COUNTRY Czechoslovakia

REPORT NO. [REDACTED]

TOPIC Mimon (Kumr, Kurr) Airfield

25X1X

EVALUATION [REDACTED]

PLACE OBTAINED [REDACTED]

25X1C

25X1C

DATE OF CONTENT [REDACTED]

25X1C

DATE OBTAINED [REDACTED]

DATE PREPARED 11 December 1953

REFERENCES

PAGES 2 ENCLOSURES (NO. &amp; TYPE)

REMARKS

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1. Prior to the spring of 1953, Kumr (O 51/F 94) airfield was located in the restricted area of the Mimon (O 51/F 94) troop training grounds, 100 to 150 meters east of Kumr and the Kumr-Mimon (O 51/F 95) (Miles) road. If no military exercises were held, the ~~Dobry~~ (O 51/F 84) - Kumr-Mimon road was open to vehicular traffic, but the motor vehicles were not permitted to stop on the road. The airfield was surrounded by woods and the soil on the field was dry, the landing field being covered with grass. It was a military airfield of the Czech Air Force. There was a hard surface runway extending approximately from southwest to northeast. Of this runway a stretch of about 400 meters could be seen from the Kumr-Mimon road. The houses of Kumr had been vacated by the civilian population and were occupied by Czech Air Force personnel. This was last observed in May 1953. Source learned from acquaintances that workers of the factories located in the Humberk (O 51/F 78) district were drafted for work at the airfield.
2. While driving along the field, source observed 15 to 18 twin-engine aircraft with double-rudder assemblies, windows at the sides of the fuselage, and apparently glazed nose compartments. All of the aircraft were of the same type which was designated as Siebel type aircraft by a former member of the German Air Force. The Czech nationality marking was definitely identified on the aircraft. A maximum of nine aircraft were observed flying over Kumr at the same time.
3. There was air activity usually in daytime and in good weather. The aircraft flew individually and in formations of three and nine. Larger formations were not seen. There was also intensive training in parachuting. Occasionally, individual jumps were made, but more frequently three men jumped from one aircraft. When mass jumping was practiced from individual aircraft, 12 to 15 men would leap. The parachutes opened quickly and no accidents were reported. Each parachutist was equipped with one parachute. The releasing of cargos was never observed nor was mass jumping practiced from several aircraft at the same time. The aircraft took off from Kumr airfield, while the jumps were usually

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performed in a northeasterly direction when seen from Boesi; Castle. In the same area, parachuting from a captive balloon was continuously practiced, with one or two men jumping each time. These exercises were observed in the summer and fall of 1952 and in the early spring of 1953.

4. Beginning approximately in 1951, individual jet aircraft with considerably swept-back wings were observed flying at high altitudes over Kurn during daytime and in favorable weather. The aircraft which were observed at irregular intervals usually flew individually and seldom in formations of twos. Occasionally, former German Ju-52s were observed flying.
5. In 1952, there was a rumor among the population that a new airfield would be built on the Milovice (O 51/G 00) troop training grounds. A bus line which previously ran along the area of the planned airfield was detoured in 1952.

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1. [ ] Comment. The present report definitely indicates that Kurn airfield is occupied by a transport unit equipped with Siebel-204 aircraft with the Czech designation [ ]. The unit is probably charged with the transportation and training of parachute troops stationed in Kurn and vicinity.
2. [ ] Comment. A military airfield occupied by an air unit with MIG-15s is located about 2 kilometers east of Milovice. No information has been received so far indicating that a second airfield is intended to be built near Milovice.

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